CLASSIFICATION CECRET/CONTROL - U.S. OFFICIALS ONLY SECURITY INFORMATION CENTRAL INTELLIGENCE AGENCY 25X1 REPORT INFORMATION REPORT CD NO. COUNTRY East Germany DATE DISTR. February 1953 SUBJECT Fuel Shipments from Grosskorbetha and NO. OF PAGES Ruhland PLACE NO. OF ENCLS. 25X1 **ACQUIRED** DATE OF SUPPLEMENT TO INFO. REPORT 25X1

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OF THE UNITED SYMME WITHIN THE MEASURE OF THE SEPROMACE ACT SO
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25X1

The following fuel shipments were dispatched by the hydrogenation plants of Grosskorbetha and Ruhland in October 1952:

## 1. From Grosskorbeths;

Date in October 1952	Weight in Tons	Load	Consignee	25X1
17	401	gasoline	Grunow )	Annexe Control of the
20	305	n	" ) 1	
22	301	R	n )	
8	400	n	Magdeburg	0574
4	300	n	Muenchenbernsdorf	25X1
6	301	п	Strassgraebchen- Bernsdorf	
8	303	<b>H</b>	n n	25X1
9	302	11	n	
10	309	. <b>n</b>	Velten	
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	ſ					20.	<b>X</b> I	
	13		402	gasoline	Velten			
	14		300	69	Tt .			
	13		401	ft .	17 -			
	. [						25X1	
2.	Fro	Rvhland						
	1		399	solvents	Aken			
	4		435		Riesa-Harbor		25X1	
	11		377	n	n			
	16		300	n	· <b>n</b>			
	23		406	n	. #			
	27		405	n ,	<b>89</b>		25X1	
			424	n	Velten			
			407	TF .	Ħ			
			408	n .	n			
	28		237	π	п			
						3		
l.	to 6	Comment.	First delivery . Ra	to the new fue il shipments f	l depot at Mixdorf-Gru or the depot are dispa	now. tched		
2.	GOFG is 3	fuel depot percent be	at Velten. The	volume of 241 preceding mon		metric) •	25 <b>X</b> 1	
Gomment. Compared with the preceding month, the rate of shipments from Schwarzheide-Ruhland increased from 139 to 246 carloads with 3,798 tons (metric).  The synthetics plant at Schwarzheide-Ruhland supplies air force depots only, chiefly that at Velten, the central								
fuel depot, and Riesa, the fuel depot of the bomber corps of the Twenty- Fourth Air Army. Aken, which is the fuel depot of the Southern Fighter Corps of the Twenty-Fourth Air Army is predominantly supplied by the Boehlen hydrogenation plant.  The latter occasionally does receive fuel from Schwarzheide-Ruhland. As the average monthly volume of outgoing shipments from the fuel depot at Riesa, i.e. 140 to 150 tank cars, exceeds that of incoming shipments from Ruhland, it is believed that Riesa also receives fuel from other depots or plants, possibly by inland waterway traffic.								

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